

2006 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program

This application is available on the King County Web site at <http://www.metrokc.gov/kcdot/tp/ortp/grants.html>

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@metrokc.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm June 1st, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: SR 522 Phase I, 61st Ave. NE to 73rd Ave. NE</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: 2246</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to</p> <p>Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org.</p>
3	<p>a. Sponsoring agency: Kenmore</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? WSDOT</p>
4	<p>Project contact person: Rob English</p> <p>Address: 6700 NE 181st Street, PO Box 82607, Kenmore, WA, 98028-0607</p> <p>Phone: 425.398.8900</p> <p>Fax: 425.481.3236</p> <p>E-Mail: renglish@ci.kenmore.wa.us</p>

5	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>1. Project Description: Phase I of the SR 522 Multi-Modal Corridor Improvement Project through Kenmore includes widening the intersections on SR522 at 61st Ave NE, 68th Ave NE and 73rd Ave NE; installing sidewalks along the north side of SR 522; providing access management improvements including driveway consolidation and medians in SR 522; installing landscaping and street lighting along both margins of SR 522; reducing current design deviations, including widening current through lanes; improving transit stops; upgrading stormwater facilities; and improving 68th Avenue NE both north and south of SR 522 to improve operations of the SR 522/68th Avenue NE intersection.</p> <p>2. Need: SR 522 is a corridor of Statewide significance; a major freight and commuter corridor connecting multiple urban & manufacturing centers (Canyon Park, Northgate, University District), as well as employment clusters (see below); is highly congested, with multiple intersections operating at level of service "F"; is a high accident corridor with both high accident locations and pedestrian accident locations; and serves as one of the few east/west routes connecting east and west King County urban centers.</p> <p>SR 522 is a critical commuter and freight route to the Bothell Canyon Park Center, which includes (a) Life Sciences, (b) Logistic/International Trade & (c) Information Technology Clusters; provides access to the Bellevue/Redmond Information Technology Cluster for Western Snohomish County; serves as an alternate route when the SR 520 bridge is closed or impeded; and connects the rapidly growing areas of south and eastern Snohomish County to each of the economic clusters in the City of Seattle.</p> <p>3. Project Purpose: There are four primary purposes for the SR 522 corridor through Kenmore, as follows: (a) improve safety and reduce the number of collisions, injuries and deaths to users of the facility; (b) improve mobility for commuters, pedestrians, transit, and freight; (c) improve operations for the anticipated increase in traffic; and (4) create a gateway for the City Comprehensive Plan designated urban center/new downtown.</p>
6	<p>Project location: Kenmore</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 61st Avenue NE</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 73rd Avenue NE</p>
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> Any bicycle and/or pedestrian project. Projects not on a roadway and using CMAQ or other funds Any transit project, including equipment purchase and park-and-ride lot projects. 	
	<p style="text-align: center;">Rural Functional Classifications "Under 5,000 population"</p> <p style="text-align: center;">(Outside federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access 	<p style="text-align: center;">Urban Functional Classifications "Over 5,000 population"</p> <p style="text-align: center;">(Inside federal-aid urbanized and federal-aid urban areas)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access
PLAN CONSISTENCY INFORMATION		
<p>Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with <i>VISION 2020</i> and <i>Destination 2030</i>, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkena at 206-464-5372 or bbakkena@psrc.org.</p>		
9	<p>Consistency with adopted <i>VISION 2020</i> and <i>Destination 2030</i> (Metropolitan Transportation Plan)</p> <p>Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted <i>VISION 2020</i> or <i>Destination 2030</i> documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.</p> <p>a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.</p> <ul style="list-style-type: none"> Certification Status: Certified 	

- Date of certification action (mm/dd/yy): 10/01/01

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- ☒ The project is located within the designated urban growth area.
- ☐ The project is located within a formally designated center. (Please identify center in the space below)

c. Is the project specifically identified in a local comprehensive plan?

- ☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Kenmore - Comprehensive Plan, Table T-R, Page 6-35
- ☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2006 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☐ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

A. Designated Centers (50 Points)

Instructions: Complete this section if you selected "Designated Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?
- Will the project provide access to a major destination or significantly improve circulation within the Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more “seamless” system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?

¹ The President's Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.” For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected “Connecting Corridors” in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

Benefit to Center

² see footnote above

³ see footnote above

SR 522 is the only direct link between the Designated Urban Centers of Canyon Park, Northgate, and the University District. This project will improve the movement of goods and people to and from these centers and locations along the way by increasing transit efficiency, freight movement and roadway capacity. The corridor is also regionally significant, providing an alternative to the often congested SR 520 Lake Washington bridge. In addition to providing a link between three Urban Centers, the corridor serves adjacent commercial centers, industrial development, and high-density residential land use. This proposal will improve the mobility of several travel modes: pedestrian and bicycle movements will be enhanced through the installation of sidewalks and improvements to the Burke Gilman Trail; delay will be reduced and safety improved for commercial and passenger vehicles through access management and capacity improvements.

Environmental Justice:

SR 522 provides a major link between several communities in north Seattle with a significant portion of the population below either the poverty or low income level and/or have a high percentage of minorities. Additionally the corridor serves several neighborhoods within Kenmore that are above regional averages for minorities and/or low income families. Access and mobility for these populations will be enhanced with general purpose capacity improvements, sidewalks, and transit lanes.

Benefit to Targeted Industry Cluster Business

SR 522 is a critical commuter and freight route to the Bothell Canyon Park Center, which includes (1) Life Sciences, (2) Logistic/International Trade & (3) Information Technology Clusters; provides access to the Bellevue/Redmond Information Technology Cluster for Western Snohomish County; serves as an alternate route when the SR 520 bridge is closed or impeded; and connects the rapidly growing areas of south and eastern Snohomish County to each of the economic clusters in the City of Seattle.

Canyon Park alone employs an estimated 10,000 people and has the capacity to double over the next 20-years. In addition, the project will assist with the implementation of Kenmore's Downtown plan that will include nearly 1,000,000 square feet of new commercial development, over 2,000 housing units and a new civic center (library, city hall, community center).

Corridor Improvements

Due to the size and complexity of the SR 522 Multi-Modal Corridor project, Lake Forest Park, Kenmore and Bothell have been addressing it logical and implementable segments. Lake Forest Park is going to bid on one of it's major segments this year. The Kenmore Segments are as follows (see map):

Kenmore Segment 1: 61st to 73rd (included in this application)

Kenmore Segment 2: 73rd to 83rd (not included in this application)

Assuming award of the Regional application and this application, SR 522 through Kenmore will be nearly 100% funded - both Phase I and Phase II; completing the corridor from Lake Forest Park to the Kenmore east city limits (approximately 61st Avenue NE to 83rd Avenue NE.

Effective and Efficient Travel

The SR 522 improvements (including Phase I & II in Kenmore) will remove significant barriers to transit and mobility impaired individuals. The current BAT lanes end at NE 73rd Ave NE (Phase II will extend the lanes an additional three quarters of a mile). Additionally the installation of sidewalks, improved connections to the Burke Gilman Trail and wheel chair ramps will reduce pedestrian barriers throughout the corridor and improve mobility and transit access.

Long Term Sustainable Solutions

Overall roadway safety will be improved through access management, installation of curbs, gutters, and sidewalks, and improved traffic signals at pedestrian crossing locations. Water quality along the corridor will be improved with the installation of water quality devices and improvements to Swamp Creek. The overall life of the corridor infrastructure will be improved with pavement restoration, reconstruction of the Swamp Creek bridge, installation of a storm water collection system and other capital investments. The quality and nature of these improvements will sustain the described project gains into the future.

Improves Safety and Removes Modal Conflicts

These projects address safety issues at high accident locations and pedestrian accident locations identified by WSDOT within the corridor. Reduction in accidents will be realized through the restriction of left turns, installation of sidewalks and traffic signals, upgrading of signals, and installation of an underpass for the Burke Gilman Trail at 73rd Avenue NE.

Modes will be separated by providing sidewalks so pedestrians will no longer need to walk along the shoulder or in the roadway and improved transit stops are included as part of Phase I.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at <http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20definition%202006.pdf>

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14. Project Readiness: Please fill out the questions below if your project is requesting funds for a **Right of Way (ROW) and/or Construction (CN) phase**. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

It is recognized that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

Already completed a. Final FHWA or FTA approval of environmental documents including:

Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Already completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Already completed b. True Cost Estimate for Right of Way.

Already completed c. Right of Way Plans (stamped).

Already completed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst. .

Not yet completed g. Relocation Certification, if applicable.

Not yet completed - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Already completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

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15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
PS&E	1/1/02	NA	\$0.00
ROW	5/1/06	NA	\$0.00
Construction	12/01/07	STP	\$3,618,000
Totals:			\$3,618,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PS&E	1/1/02	Exhibit B	\$4,550,000
ROW	5/1/06	Exhibit B	\$5,536,000
Construction	12/01/07	Exhibit B	\$19,722,000
			\$
			\$
TOTAL:			\$29,808,000

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" which can be found at These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds. For assistance, please refer to “Definitions for Secured and Reasonably Expected to be Secured Funding” in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$4,550,000	Preliminary Engineering/Design:	12/31/06
Right of Way:	\$5,536,000	Right of Way:	02/01/07
Construction:	\$23,340,000	Construction:	10/08
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$33,426,000	Estimated date of completion (i.e. open for use)	11/08

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

All phases will be fully completed for Phase I, SR 522, Kenmore if this funding is obtained.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

.ROADWAY CAPACITY:

Estimated daily traffic on SR 522 is between 45,000 - 60,000 vehicles. According to the WSDOT SR 522 Multi-Modal Corridor Study, total volume is anticipated to increase to approximately 90,000 ADT over the 20-year planning horizon (more when SR 520 is closed).

According to the Transportation Element of the Kenmore Comprehensive Plan, the intersection of SR 522 and 68th Avenue NE has an estimated year 2006 per vehicle delay of 256 seconds; SR 522 and 61st Avenue NE an estimated 311 seconds of delay (both intersections currently operate at a LOS F).

Without improvements, the 2020 delay exceeds the calculable limits of the transportation model.

With the improvements proposed, delay per vehicle is reduced by 71% at 68th Avenue NE and 85% at 61st Avenue NE and LOS improved to E and D respectively. Given the volume of traffic on SR 522, the amount of vehicle idling time is reduced significantly.

In addition, Phase I includes improvements to the Burke-Gilman Trail; sidewalks connecting to transit stops and ultimately on to the Kenmore Park & Ride Lot; as well as to transit stops - all of which are anticipated to improve non-motorized connections to transit facilities and decrease SOV use.

F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

As Puget Sound communities and agencies implement the many regional transportation projects proposed, other transportation routes must absorb the additional traffic brought about by the many construction projects. The communities along SR 522 are particularly concerned about re-routed SR 520 traffic during replacement of the floating bridge. It is hoped that this project, and others along SR 522, can be implemented prior to the replacement of the SR 520 floating bridge to at least partially mitigate the impacts of that project.

*Council
JYI.*



METROPOLITAN KING COUNTY COUNCIL

Carolyn Edmonds
Councilmember, District One

RECEIVED
NOV 23 2005

CITY OF KENMORE

November 21, 2005

Steve Colwell, Mayor
City of Kenmore
6524 NE 181st Street
PO Box 82607
Kenmore, WA 98028

Steve
Dear Mayor Colwell,

This afternoon the Metropolitan King County Council adopted a \$3.46 billion dollar budget for the year 2006. The 2006 budget embodies five years of council policy direction and coordination that have stabilized criminal justice spending, created priorities for human services, implemented best business practices, instituted strategic planning and performance measurement, and initiated strategic analysis of technology projects. As a consequence, the county is able to maintain a network of mandated services and needed discretionary services for the most fragile members of our society, while saving money and improving outcomes.

The 2006 budget supports the acquisition, development and rehabilitation of regional parks, open spaces, trails and recreational park assets. I am writing to let you know that a total of \$908,000 was included in the budget for the Burke Gilman Trail Underpass along SR 522 in Kenmore. I was pleased to be able to advocate on your behalf and look forward to hearing about the results of pending construction in 2006.

Best regards,

Carolyn
Carolyn Edmonds

CC: Stephen Anderson, Kenmore City Manager



King County

Road Services Division

Department of Transportation

KSC-TR-0313

201 South Jackson Street

Seattle, WA 98104-3856

August 22, 2003

RECEIVED
AUG 23 2003
CITY OF KENMORE

Stephen Anderson
City Manager
City of Kenmore
P.O. Box 82607
Kenmore, WA 98028

Dear Mr. Anderson:

This letter is to confirm that King County has appropriated \$300,000 in its Road Services Division 2003 Capital Improvement Program as the County's contribution towards the City of Kenmore's Burke-Gilman Trail underpass/73rd Avenue NE roadway improvement project.

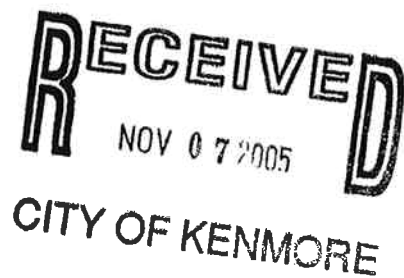
Prior to releasing the funds to the City, it will first be necessary for the County and the City to enter into an interlocal agreement. I understand the City is planning for construction of the project to begin in the spring of 2004. We will want to ensure that we have the fully executed agreement in place well before the funds are needed. To that end, I have asked Mary Coltrane, Intergovernmental Relations Coordinator, to work with your staff in negotiating the interlocal agreement. If you could let me know the name of the City staff person you would like for us to work directly with, Mrs. Coltrane will initiate the discussions.

Please feel free to contact me at (206) 296-6590, or Mrs. Coltrane, at (206) 296-3724, if you have questions regarding King County's participation in this project.

Sincerely,

Linda Dougherty
Division Director

cc: Carter Hawley, Assistant City Manager, City of Kenmore
Mary Coltrane, Intergovernmental Relations Coordinator, King County Road Services Division



November 4, 2005

City of Kenmore
Mayor Steven Colwell
PO Box 82607
Kenmore, WA 98028-0607

Dear Mayor Colwell:

Congratulations on a job well done! I'm pleased to inform you that \$4,800,000 in PSRC funding has been awarded to the 'SR-522 Multimodal Corridor Project and SR-522 Multimodal Corridor Project Phase1 projects'. Thanks to your leadership and excellent work by your staff, your jurisdiction is moving forward to meet important local transportation needs and achieve the regional transportation plan, Destination 2030.

As a result of additional federal funds made available earlier this year, PSRC was able to fund 60 more high-priority projects around the region. An extra \$28.8 million was freed up due to a combination of cost savings on previously funded projects and through higher than expected federal funding amounts. The new funding augments the \$325.5 million that was awarded by PSRC in 2004, accelerating the delivery of key transportation projects in Puget Sound communities.

Over the last 12 years, more than \$1.6 billion has been invested via PSRC in transportation projects that are making a difference all over the region and helping to achieve our ambitious Destination 2030 plan.

As you may know, the President signed new federal transportation legislation, SAFETEA-LU, last summer. PSRC is working with the federal agencies to determine the amount of funding our region will receive through this new law, and we'll update you as future funding opportunities arise.

We hope you'll call on us with questions and concerns as you work to implement your transportation and growth plans and ensure your community continues to be a great place to live. You can reach us at (206) 464-7090 or on the Web at psrc.org.

Sincerely,

Bob Drewel
Executive Director, Puget Sound Regional Council

CC: PSRC Board members in jurisdiction

P.S. Hundreds of business, government and nonprofit leaders in the region are coming together through the Prosperity Partnership (prosperitypartnership.org) to ensure long-term economic prosperity for central Puget Sound. One of the partnership's first priorities is to develop consensus on a major transportation package in 2006. We look forward to working with you as this effort goes forward.



Washington State Transportation Improvement Board

TIB Members

Councilmember William Ganley
Chair, City of Battle Ground

Commissioner Leo Bowman
Vice Chair, Benton County

Mr. John Akers, P.E.
City of Ellensburg

Councilmember Jeanne Burbidge
City of Federal Way

Mr. George Cress
Port of Longview

Ms. Kathleen Davis
WSDOT

Ms. Paula Hammond, P.E.
WSDOT

Councilmember Neli McClure
City of Yakima

Councilmember Rob McKenna
King County

Mr. Dick McKinley
City of Bellingham

Mr. Dave Nelson
Grant County

Mr. Dave O'Connell
Mason County

Commissioner Mike Shelton
Island County

Mr. David Stalheim
City of Wenatchee

Mr. Steve Thomsen, P.E.
Snohomish County

Mr. Arnold Tomac
Bicycle Alliance of Washington

Mr. Theo Yu
Office of Financial Management

Mr. Jay Weber
County Road Administration Board

Ms. Kim Zentz
Spokane Transit Authority

Mr. Stevan Gorcester
Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

November 19, 2004

Mr. Rob English, P.E.
City Engineer
City of Kenmore
Post Office Box 82607
Kenmore, WA 98028-0607

RECEIVED

NOV 29 2004

CITY OF KENMORE

Transportation Improvement Program (TPP)
TIB Project Number 9-P-206(003)-1
Bothell Way (SR 522) ♦ 65th Avenue NE to 73rd Avenue NE
FY 2006 Funding Program Project Selection

Dear Mr. English:

The Transportation Improvement Board (TIB) met on November 19, 2004 to select FY 2006 projects. We are pleased to announce the selection of your project from the Transportation Improvement Program (TPP).

TIB funds obligated for the project are as follows:

PHASE	TIB FUNDS
Design Phase	0
Construction Phase	3,797,000
Total	\$3,797,000

Your next step is to complete and return the enclosed TIB FY 2006 Program Funding Status form. Confirmation of local funding and verification that the project is part of your adopted Six-Year Transportation Improvement Plan is required for TIB approval. After TIB approval, work may begin on or after **July 1, 2005**. TIB will consider requests to start work prior to July 1, 2005. Submit a written request to your TIB project engineer justifying an early start.

Congratulations on the selection of your project from the Transportation Improvement Program. For assistance, contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or via e-mail at GregA@tib.wa.gov.

Sincerely,

Stevan Gorcester
Executive Director

SG/gjb
Enclosure



State of Washington

Transportation Improvement Board

RECEIVED

FEB 28 2002

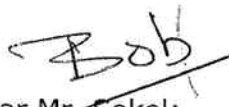
CITY OF KENMORE

Post Office Box 40901
Olympia, WA 98504-0901

February 20, 2002

Mr. Bob Sokol
Comm. Development Director
City of Kenmore
Post Office Box 82607
Kenmore, WA 98028-0607

Transportation Partnership Program (TPP)
Project No. 9-P-206(001)-1
SR 522 Corridor Improvements
80th Avenue NE to 61st Avenue NE
DESIGN PHASE APPROVAL


Dear Mr. Sokol:

We are pleased to advise you that the Transportation Improvement Board (TIB) has authorized funding for the design phase of the subject project.

TIB funds approved for the project are as follows:

PHASE	TIB FUNDS
Predesign Phase	152,694
Design Phase	847,306
Construction Phase	0
Total Approved	<u>\$1,000,000</u>

The effective approval date is February 20, 2002 and design phase work may now begin. Currently, \$1,000,000 in TPP funds are estimated for the construction phase.

A Value Engineering (VE) Study is required for the project. The VE study is typically performed when design completion is at thirty percent. Contact the TIB office prior to thirty percent completion to arrange a study for the project.

Sign the two enclosed project agreements and return one to the TIB office. Design phase payments will not be processed until one of the project agreements is returned to the TIB office. Submit a TIB Reimbursement Form to request reimbursement from TIB. You may use the enclosed form or request an electronic version from your TIB project engineer. Due to limited cash flow, payments will be processed as TPP funds become available.

Mr. Bob Sokol
February 20, 2002
Page 2

Submit a Construction Prospectus to the TIB office when the project design, right of way acquisition, and the final estimate are complete. Call the TIB office or access the TIB website at www.tib.wa.gov for the Construction Phase Prospectus form. Construction phase must be approved by the TIB **before** you advertise the project for construction.

For assistance with your project, contact Greg Armstrong, TIB Project Engineer, at (360) 705-7595 or via e-mail at grega@tib.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Omar Mehyar', with a long, sweeping horizontal line extending to the right.

Omar Mehyar
Region Manager

OM\GCA
Enclosures



**Washington State
Department of Transportation**
Sid Morrison
Secretary of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

(206) 440-4000

June 27, 2000

Mr. Stephen L. Anderson, City Manager
City of Kenmore
6700 N.E. 181st. St.
P.O. Box 82607
Kenmore, WA 98028-0607

RECEIVED
JUN 27 2000
CITY OF KENMORE

Dear Mr. Anderson:

As a result of the supplemental budget passed by the Legislature, we are pleased to inform you that we will be able to restore the original \$1,685,000 match for the construction phase of SR-522 in Kenmore. Our costs for review and approval, as well as participation on a project steering committee will not be charged against the restored match.

The Memo of Understanding that you outlined in your letter of March 20, 2000, is presently under review by Dave Scott, Seattle/North King Area Operations Manager. We expect to have a draft to you by the week of July 17, that incorporates a design through construction agreement.

Your community involvement meetings are of great interest to us and an excellent way to ensure the project is well received by the public. Sharing the comments and concerns you receive from the public on the SR-522 project will also help to keep us updated.

We look forward to meeting with you to discuss the progress and to finalize the MOU on this project.

Sincerely,

Maureen J. Sullivan
Area Administrator, Seattle/North King

MJS:kdw

cc: Helena Kennedy Smith, OUM
Cathy Arnold
Dave Scott
Patty Hosler



**Washington State
Department of Transportation**

Sid Morrison
Secretary of Transportation

Transportation Building
P.O. Box 47300
Olympia, WA 98504-7300

April 19, 1999

RECEIVED

APR 23 1999

CITY OF KENMORE

The Honorable Jack V. Crawford
Mayor, city of Kenmore
PO Box 82607
Kenmore, WA 98028-0607

Statewide STP Competitive Program

Dear Mayor Crawford:

We are pleased to advise you that the Transportation Improvement Board has selected your **SR 522 Corridor Improvements** project for funding through the Statewide STP Competitive Program.

Federal-aid funding for this project will be limited to **\$2,890,000** as agreed to by the Board.

To obligate funding for this project, submit your agreement/ prospectus and any other items to your Region TransAid Engineer. Project expenditures are not eligible for reimbursement until after we provide notice that funds are obligated. Please be reminded that one of the selection criteria was to be able to obligate this project by **September 30, 2000**. We urge you to proceed in obligating funds for this project at the earliest possible date.

Should you have any questions on how to pursue this project, please contact Terry Paananen, your Region TransAid Engineer.

Sincerely,

DENNIS B. INGHAM
Assistant Secretary

DBI:ss

cc: Terry Paananen, Northwest Region, NB82/121
MPO

EXHIBIT B
SR 522 PHASE I – SECURED FUNDING
May 30, 2006

FUNDING SOURCE	AMOUNT
City of Kenmore	\$ 4,540,180
TIB	\$ 4,797,000
Federal Grants	\$ 6,749,900
Federal TE Grant (73 rd Tunnel)	\$ 500,000
WSDOT	\$ 1,579,480
King County	\$ 1,468,253
State (9.5¢ Gas Tax Allocation)	\$ 9,872,926
Kenmore Land Sale	\$ 300,000
TOTAL	\$29,807,739



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

March 9, 2006

RECEIVED
MAR 13 2006

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

Mr. Stephen L. Anderson
City Manager
City of Kenmore
P. O. Box 82607
Kenmore, WA 98028-0607

CITY OF KENMORE

Re: Transportation Enhancement Program

Dear Mr. Anderson:

We are pleased to advise you that the Secretary of Transportation has approved the following project for funding through the Federal Transportation Enhancement Program:

Burke Gilman Trail Underpass – 73rd Avenue NE/SR 522 \$500,000

Federal-aid funding for this project will be limited to the above amount. The federal share is 100 percent and requires no matching funds.

To obligate funding for this project, submit your agreement/prospectus and any other items to your Regional Local Programs Engineer. Projects utilizing federal funds must be included in your current Transportation Improvement Program (TIP). Unless significant environmental issues are evident, the project will be included in the statewide enhancement bucket in the STIP and an amendment will not be necessary.

Project expenditures are not eligible for reimbursement until after we provide notice that funds are obligated. Please be reminded that one of the selection criteria was to be able to obligate this project by March 1, 2007. We urge you to proceed in obligating funds for this project at the earliest possible date.

This program does require quarterly progress reports. These reports must be submitted until your project is complete and the agreement closed. The reports are due by the end of the following months: February, May, August, and November. Please submit your completed report form by email to Stephanie Tax at taxs@wsdot.wa.gov.

Should you have any questions on how to pursue this project, please contact Ed Conyers, your Regional Local Programs Engineer at (206) 440-4734.

Sincerely,

Kathleen B. Davis
Director, Highways & Local Programs

cc: Ed Conyers, Northwest Region Local Programs Engineer, MS NB82-121
Bob Drewel, Executive Director, Puget Sound Regional Council



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

RECEIVED

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-0710

AUG 12 2004

CITY OF KENMORE

206-440-4000
TTY: 1-800-833-6388
www.wsdot.wa.gov

August 11, 2004

Robert English
City of Kenmore
P.O. Box 82607
Kenmore, WA 98028-0607

Re: City of Kenmore - SR 522 Phase 1 project

Dear Mr. English:

The Washington State Department of Transportation (WSDOT) is confirming its support of the City of Kenmore's proposed project, which will include pavement rehabilitation on SR 522 from 61st Avenue NE to 73rd Avenue NE. We have a programmed funded paving project for this section of the highway, which is scheduled for 2006 construction.

WSDOT is willing to commit to contribute pavement preservation funding to the City's project in a total amount of \$ 579,480. This amount would represent the funding that WSDOT would be required to spend on pavement preservation on SR 522 between 61st Avenue NE and 73rd Avenue NE within the City's Phase 1 project limits.

Please contact me at (206) 440-4761, if you have any questions.

Sincerely,

Azim Sheikh-Taheri, P.E.
Northwest Region Program Manager

AST/PS:tm

cc: William Vlcek, MS-101